In the Claims:

Please cancel claim 15, add new claims 17-24 and amend claim 9 as follows in which the claim additions are shown by underlining and/or the claim deletions are shown by strikeout or brackets. Please enter the amended claims into the record of this case.

[008] Power shiftable reversing transmissions have a series of advantages. They have compact construction and are comfortable to switch. In addition, the hydraulically actuatable gear clutches can be switched by modulating the switching pressure so that a controlled transfer of load is ensured. In certain construction machines [[an]] and in fork lift trucks, together with the reversing operation, other conditions are important as starting off, inching and braking, for example.

~~[018] On the basis of a hydrodynamic actuating device having one prime mover, one torque converter and one rear-mounted transmission of the kind specified above, said problem is solved with the features of the characteristic part of claim 1.~~

~~[019] Advantageous developments are described in the sub-claims~~

[030] In the schematically shown hydrodynamic actuating device of Fig. 1, the prime mover 14 of a motor vehicle on which one ~~impeller~~ torque converter having an impeller 2 is rear-mounted, the turbine 5 and the stator 6 and one freewheel 7 being coordinated with the stator.

1-8. (CANCELED)

9. (CURRENTLY AMENDED) A hydrodynamic actuating device having one primary mover, one torque converter and one rear-mounted transmission, for construction machines having a wide range of motion, one bridging clutch (WK) and one primary clutch (16) are coordinated with the torque converter for limiting maximum traction, the primary clutch (16) and the converter bridging clutch (WK) are disposed in series so as to be switchable ~~via a single valve controlled by a transmission control~~ with only one control pressure so that in all driving situations first the primary clutch (16) and thereafter the converter bridging clutch (WK) are closed; and

wherein inner discs of the primary clutch (16) are connected with an input shaft (1) and outer discs of the primary clutch (16) are connected with an impeller (2) of the torque converter. .

10. (PREVIOUSLY PRESENTED) The hydrodynamic actuating device according to claim 9, wherein the switching in series of the primary clutch (16) and of the converter bridging clutch (WK) is produced by adequately dimensioning piston recoil springs (12, 13) and by adequate design of surfaces of pistons (10,11).

11. (PREVIOUSLY PRESENTED) The hydrodynamic actuating device according to claim 9, wherein the torque converter is connected with the rear-mounted transmission via one stator freewheel (7).

12. (PREVIOUSLY PRESENTED) The hydrodynamic actuating device according to claim 9, wherein both the primary clutch (16) and the converter bridging clutch (WK) are located in an interior of the rear-mounted transmission.

13. (PREVIOUSLY PRESENTED) The hydrodynamic actuating device according to claim 12, wherein the primary clutch (16) and the converter bridging clutch (WK) are disposed in parallel.

14. (PREVIOUSLY PRESENTED) The hydrodynamic actuating device according to claim 12, wherein the primary clutch (16) and the converter bridging clutch (WK) are disposed superposed.

15. (CANCELED)

16. (PREVIOUSLY PRESENTED) The hydrodynamic actuating device according to claim 9, wherein inner discs of the converter bridging clutch (WK) are

connected with a turbine wheel (5) of the torque converter and outer discs are connected with an impeller (2) of the torque converter.

17. (NEW) A hydrodynamic actuating device for construction machines having a wide range of motion comprising:

one primary mover, one torque converter and one rear-mounted transmission;

one bridging clutch (WK) situated between a pump and a turbine of the one torque converter, and one primary clutch (16) situated between the input shaft and the one torque converter to control the torque converter for limiting maximum traction; and

wherein the primary clutch (16) and the converter bridging clutch (WK) are disposed in series so as to be switchable with only one control pressure so that in all driving situations first the primary clutch (16) and thereafter the converter bridging clutch (WK) are closed.

18. (NEW) The hydrodynamic actuating device according to claim 17, wherein the switching in series of the primary clutch (16) and of the converter bridging clutch (WK) is produced by adequately dimensioning piston recoil springs (12, 13) and by adequate design of surfaces of pistons (10,11).

19. (NEW) The hydrodynamic actuating device according to claim 17, wherein the torque converter is connected with the rear-mounted transmission via one stator freewheel (7).

20. (NEW) The hydrodynamic actuating device according to claim 17, wherein both the primary clutch (16) and the converter bridging clutch (WK) are located in an interior of the rear-mounted transmission.

21. (NEW) The hydrodynamic actuating device according to claim 20, wherein the primary clutch (16) and the converter bridging clutch (WK) are disposed in parallel.

22. (NEW) The hydrodynamic actuating device according to claim 12, wherein the primary clutch (16) and the converter bridging clutch (WK) are disposed superposed.

23. (NEW) The hydrodynamic actuating device according to claim 17, wherein inner discs of the primary clutch (16) are connected with an input shaft (1) and outer

discs of the primary clutch (16) are connected with an impeller (2) of the torque converter.

24. (NEW) The hydrodynamic actuating device according to claim 17, wherein inner discs of the converter bridging clutch (WK) are connected with a turbine wheel (5) of the torque converter and outer discs are connected with an impeller (2) of the torque converter.